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IN THE CLAIMS:

1. (Currently Amended) An aluminum alloy consisting essentially of: aluminum, 0.6 to 1.8 wt% of silicon; 0.6 to 1.8 wt% of magnesium; 0.8 wt% or less of copper; 0.2 to 1.0 wt% of manganese; 0.25 wt% or less of chromium; 0.0 to 0.15 wt% of titanium; and unavoidably contained impurities.

2. to 8. (Canceled)

9. (Currently Amended) A suspension part for a vehicle, a frame for the vehicle, or a part for an engine prepared by a method of manufacturing an aluminum cast-forged product, comprising: product consisting essentially of 0.6 to 1.8 wt% of silicon, 0.6 to 1.8 wt% of magnesium, 0.8 wt% or less of copper, 0.2 to 1.0 wt% of manganese, 0.25 wt% or less of chromium, 0.0 to 0.15 wt% of titanium, and unavoidable impurities, the method including:

a melting step of melting an aluminum alloy consisting essentially of aluminum, 0.6 to 1.8 wt% of silicon, 0.6 to 1.8 wt% of magnesium, 0.8 wt% or less of copper, 0.2 to 1.0 wt% of

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manganese, 0.25 wt% or less of chromium, 0.0 to 0.15 wt% of titanium, and ~~the~~unavoidable impurities at about 680 to 780°C to obtain a molten metal;

~~a casting step of~~ casting the obtained molten metal at a mold temperature of about 60 to 150°C to obtain a preformed material ~~which~~that is a raw material for forging;

~~a rough forging step of~~ heating the raw material for forging to a surface temperature at about 380°C to a melting point or less and forging the raw material to obtain a roughly forged material;

~~a finish forging step of~~ heating the roughly forged material to a surface temperature at about 380°C to the melting point or less and forging the roughly forged material to obtain a finish forged material; and

~~a clipping flash step of~~ removing flash from the finish forged material to obtain a final product.

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10. (Currently Amended) The suspension part for the vehicle, the frame for the vehicle, or the part for the engine according to claim 9, wherein the aluminum alloy includes comprises flash generated at the time of the forging as a portion of a raw material.

11. (Previously Presented) The suspension part for the vehicle, the frame for the vehicle, or the part for the engine according to claim 9, wherein a forging ratio R of the shape of the preformed material is in a range of 18 to 60, wherein the forging ratio R is given by either one of following equations:

$$R\% = (D1 - D2) / D1 \times 100 \quad (D1 > D2), \text{ or}$$

$$R\% = (D2 - D1) / D1 \times 100 \quad (D2 > D1).$$

12. (Currently Amended) The suspension part for the vehicle, the frame for the vehicle, or the part for the engine according to claim 9, having ~~mechanical properties such as a~~ tensile strength of at least 320 MPa ~~or more~~, a proof stress of at least 280 MPa ~~or more~~, and an elongation of at least 10% ~~or more~~.

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13. (Currently Amended) The suspension part for the vehicle, the frame for the vehicle, or the part for the engine according to claim 10, having ~~mechanical properties such as a~~ tensile strength of at least 320 MPa~~-or more~~, a proof stress of at least 280 MPa~~-or more~~, and an elongation of at least 10%~~-or more~~.

14. (Currently Amended) The suspension part for the vehicle, the frame for the vehicle, or the part for the engine according to claim 11, having ~~mechanical properties such as a~~ tensile strength of at least 320 MPa~~-or more~~, a proof stress of at least 280 MPa~~-or more~~, and an elongation of at least 10%~~-or more~~.

15. (New) The aluminum alloy according to claim 1, wherein a content of said unavoidably contained impurities is not more than 0.1 wt%.

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16. (New) The aluminum alloy according to claim 1, wherein a content of said unavoidably contained impurities is not more than 0.05 wt%.

17. (New) An aluminum cast-forged product comprising an aluminum alloy of silicon consisting of aluminum, 0.6 to 1.8 wt% of silicon, 0.6 to 1.8 wt% of magnesium, 0.8 wt% or less of copper, 0.2 to 1.0 wt% of manganese, 0.25 wt% or less of chromium, 0.0 to 0.15 wt% of titanium, and unavoidably contained impurities.